

**FISCAL NOTE**  
**HB 829 - SB 904**

March 30, 2005

**SUMMARY OF BILL:** Reduces percentage from 20 percent to 15 percent over the manufacturer's rated capacity for school buses that the commissioner of education may by rule allow local school boards to transport pupils. Currently, the Commissioner of Education may issue permits to local boards of education to allow the number of pupils transported to exceed the limit established by rule of the State Board of Education, but not to exceed 20% of the manufacturer's rated capacity.

**ESTIMATED FISCAL IMPACT:**

**Other Fiscal Impact – To the extent the reduction from 20% to 15% in overload capacity results in the necessity for the purchase of additional buses in some systems, local government expenditures could increase. The increase would depend on the number of buses currently operating above 15% of the manufacturer's rated capacity at any given time, the number of students who would be affected by this change, and what measures LEAs would choose to take to implement the provisions of this bill. Therefore, such increase in local government expenditures, if any, cannot reasonably be determined.**

Assumptions:

- The average bus holds 66 passengers. Presently, 20% over the rated capacity would be an additional 13 students. If the limit were lowered to 15%, each bus could operate with about three fewer students (10 students over the rated capacity).
- In the 2004-05 school year, only 4-5 school systems requested overload permits, which are good for only 30 days.
- LEAs may be able to reconfigure bus routes, add routes, or shift students to other existing buses, to eliminate the need, if any, for the addition of new buses.
- The cost of a new average size bus is estimated to be approximately \$65,000.

**CERTIFICATION:**

This is to duly certify that the information contained herein is true and correct to the best of my knowledge.



James W. White, Executive Director